MASCO
MEDICAL AREA SERVICE CORPORATION

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BRA
4131

MEMORANDUM

To: Distribution List

Date: June 14, 1988

From: Sarah Hamilton

Copies:

Subject:
COMMUTER RAIL SERVICES TO RUGGLES STATION: NEEDHAM, FRANKLIN, AND ATTLEBORO/STOUGHTON LINES

As you may know, MASCO has been lobbying the MBTA to schedule commuter rail stops at the new Ruggles Station in the Southwest Corridor, one-half mile from the LMA. Although the Franklin, Needham, and Attleboro/Stoughton lines pass through the station, only the Needham line has stops scheduled at Ruggles during peak commuting hours.

Some 4,000 LMA employees reside in towns served directly by these lines. We believe that a full-service commuter rail station at Ruggles would be an important transportation resource for LMA employees and will continue to press the MBTA for such services.

In the meantime, letters of support from interested riders to the MBTA would be helpful. (In a recent Boston Herald article, enclosed, an MBTA official stated that it would consider scheduling stops at Ruggles once a new track is added to South Station if enough riders are interested.)

It would be helpful if you could convey this information to your employees either by your house newsletter, posting the enclosed flyer where employees purchase their T-passes or parking stickers, or some other appropriate mechanism.

Letters can be addressed to:

MBTA Commuter Rail Operations
10 Park Plaza, 5th floor
Boston, MA 02116

Towns served directly by these three lines include:

Attleboro
Canton
Franklin
Hyde Park
Islington
Jamaica Plain
Mansfield
Needham
Needham Heights
Norfolk
Norwood
Readville
Roslindale
Sharon
Stoughton
Walpole
West Roxbury

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Enclosures

Attention...Commuter Rail Riders

•Franklin, Stoughton/Attleboro, and Needham Lines•

(Serving Attleboro, Canton, Franklin, Hyde Park, Islington, Jamaica Plain, Mansfield, Needham, Needham Heights, Norfolk, Norwood, Readville, Roslindale, Sharon, Stoughton, & Walpole)

The MBTA will consider scheduling commuter rail stops at Ruggles Station for the Franklin, Stoughton/Attleboro, and Needham lines...if enough riders say they are interested.

FOR YOUR INFORMATION...

- **Ruggles Station** is about **1/2 mile** from the **LMA.**
- **Connecting bus service** is available **every seven minutes** during rush hour (Nos. 47 and 47A)

Commuter rail passengers on the Stoughton/Attleboro, Franklin, and Needham* lines currently have to travel in to Back Bay Station and then transfer either to the No. 39 MBTA bus or the Arborway (E) Line to get back to the LMA.

(* Some Needham trains stop at Ruggles now.)

Scheduled stops at Ruggles Station would be much more convenient if you commute or would like to commute on any of these lines.

Please take a minute to write a letter of support to:

MBTA Commuter Rail Operations
10 Park Plaza, 5th Floor
Boston, MA 02116

CHARLIE on the MBTA

Southwest T may add stops

MOST commuter rail trains to and from the southwest don't stop at Ruggles or Forest Hills stations. But the T says it's willing to look into the possibility of having them stop there.

The T statement, from spokesman Vincente Carbona, came after a rider posed the question through The Herald.

The rider, who works at Brigham and Women's Hospital, wrote the newspaper because, she said, several other commuters have expressed a similar interest.

"A number of people could get off (at Ruggles) to go to Northeastern, Wentworth and the Longwood Medical Area," she wrote. "A lot of time would be saved not having to go all the way into Back Bay and out again."

In response, Carbona said the T would consider scheduling stops at Ruggles if enough riders said they wanted it.

But because of tight scheduling at the moment due to a track shortage at South Station, he added, that couldn't happen until near the end of the year, when five tracks rather than the current two will be in use at South Station.

Riders in favor of the idea can write the T at: MBTA Commuter Rail Operations, 10 Park Plaza, 5th Floor, Boston 02116.

Carbona explained there's another option available to riders, as well.

Some trains, throughout the system as well as to and from the southwest, have built into their schedules "flag stops." They are stops made only by request, by people flagging down a passing train from the platform or by passengers telling the conductor they want to exit at the next stop.

At any rate, the rationale for some trains stopping at, say, Ruggles, and not others, is as follows, according to Carbona:

On the Southwest Corridor, through which trains from the southwest pass, there are two commuter rail tracks: a fast track and a local track.

The fast track is for trains coming from a greater distance than the local trains.

For example, the Attleboro train uses the fast track because it originates so far from Boston; if it used the local track, the trip would be slower. The Needham train, on the other hand, uses the local track, and it stops at Forest Hills and often at Ruggles.

Carbona explained that switching from local to fast track is not as easy at the moment as it could be because of the South Station track-shortage problem. When the five South Station tracks are available, Carbona said, the T will have more flexibility in scheduling trains; for example in switching fast track trains to the local track and back, and vice versa.

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Transp. Dept
8/19/88

MASCO REPORT ANALYSIS

August 15, 1988

EXHIBIT 1: Comparison of AM LOS Results

Intersection	Existing Volumes	Future Volumes	Future with TSM	Future with pair
Brookline/Boylston/Park	C	C	C	C
Brookline/Fenway	D	D	C	B
Brookline/Longwood	D	F	C	D
Brookline/Francis	C	F	B	B
Brookline/Riverway	F	F	F	D
Riverway/Longwood	D	F	D	C

EXHIBIT 2: Comparison of PM LOS Results

Intersection	Existing Volumes	Future Volumes	Future with TSM	Future with pair
Brookline/Boylston/Park	D	D	C	C
Brookline/Fenway	C	D	C	B
Brookline/Longwood	E	F	C	C
Brookline/Francis	C	D	B	B
Brookline/Riverway	F	F	F	B
Riverway/Longwood	E	F	D	C

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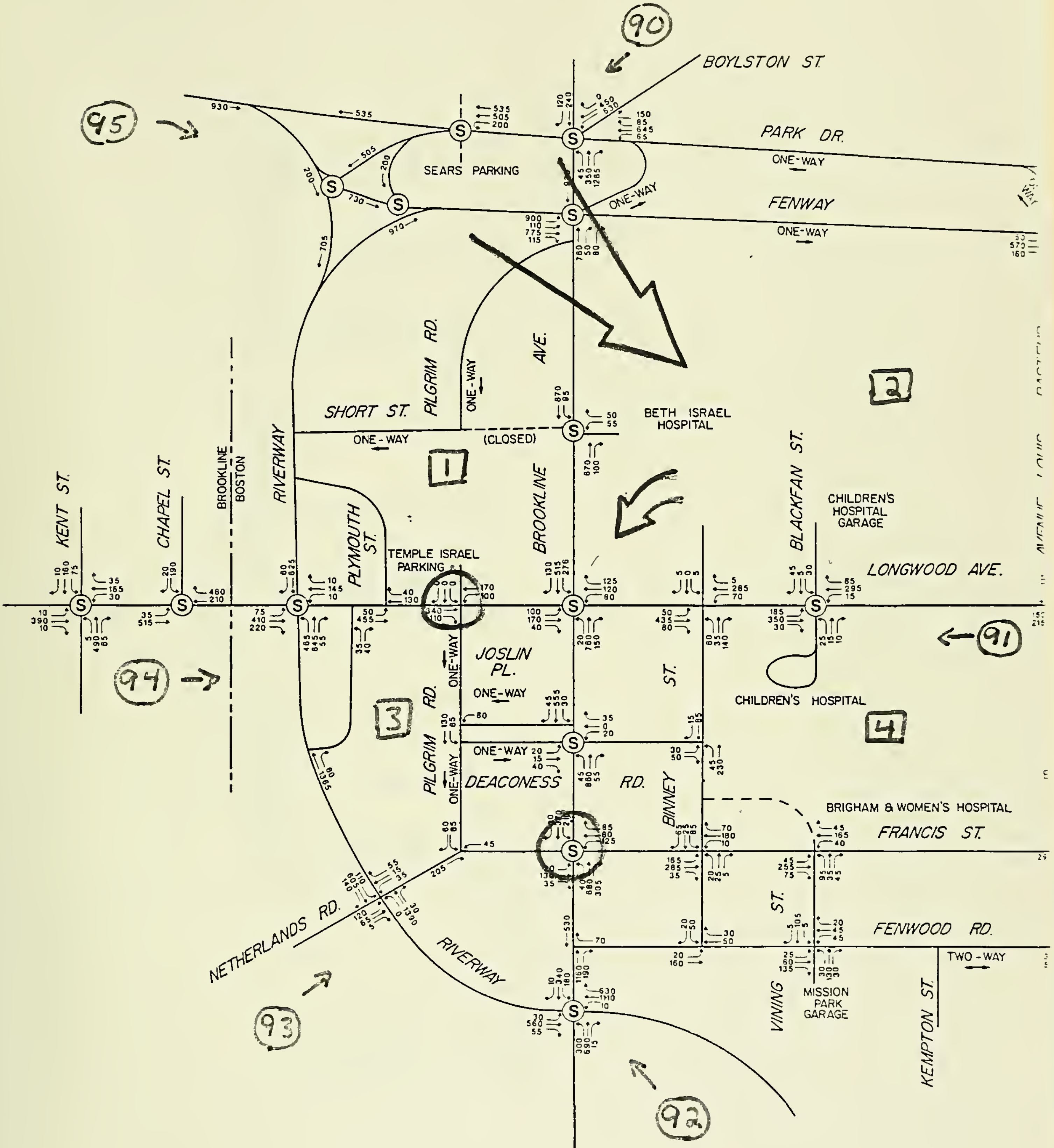
ACCESS ISSUES: ONE-WAY PAIR



8.15.88

AM VOLS
EXISTING

TABLE 14
VEHICULAR WORK TRIP DISTRIBUTION*

Residence Location	Auto Work Trips			Transit Work Trips			All Vehicular Work Trips		
	Number	% of Row	% of Column	Number	% of Row	% of Column	Number	% of Row	% of Column
Boston	5,386	57	34	4,008	43	54	9,394	100	41
Brookline	968	60	6	648	40	9	1,616	100	7
Newton	981	67	6	487	33	7	1,468	100	6
Cambridge	466	44	3	603	56	8	1,069	100	5
Somerville	342	62	2	211	38	3	553	100	2
Quincy	324	68	2	149	32	2	473	100	2
Subtotal	8,467	58	54	6,106	42	83	14,573	100	63
Other Places	7,262	85	46	1,289	15	17	8,551	100	37
TOTAL	15,729	68	100	7,395	32	100	23,124	100	100

* Worksites in CTPS Zones 97 and 108.
Source: U.S. Census

Growth in parking demand related to LMA institutions was estimated based on three turnover rates. The turnover rate is the average number of vehicles using a single parking space over a 24-hour period. For work trips generated by land uses other than inpatient uses, a turnover rate of 1.0 vehicle per space per day was assumed, because those work trips are overwhelmingly day shift. For work trips generated by new inpatient-related activity, a turnover rate of 2.8 cars per space was used, based on observed utilization of monthly-permit spaces at the Beth Israel Hospital Garage. For all non-work trips, a turnover rate of 3.3 cars per space was used since this rate has been observed at non-monthly spaces at both the Beth Israel and Servicenter Garages. Table 6 shows the derivation of the parking demand estimate of 1,296 spaces for the projected institutional land use changes.

TABLE 6
ESTIMATED NEW PARKING DEMAND

	Vehicle Trips*	Vehicles	Assumed Turnover Rate	Parking Demand
Work Trips:				
Inpatient Use	48	24	2.8	9
Other Uses	1,968	984	1.0	984
Non-Work Trips:	1,998	999	3.3	303
Total	4,014	2,007		1,296

* Total of arriving and departing trips.

There is considerable uncertainty with respect to both the demand and supply projections; 51 percent of the forecast land use changes and 88 percent of the estimated parking supply changes have not received Boston Redevelopment Authority approvals. Furthermore, the demand for patient and visitor parking at existing medical facilities appears to be growing due to increases in the number of patients served.

TABLE 2
NET NEW PARKING SUPPLY ESTIMATES

Site	Final Supply	Existing Supply	Net New Supply
Temple Israel	750	225	525
Ruggles (Triangle)	375	200	175
Blackfan St. (Children's)	400	0	400
Blackfan St. (Harvard)	450	125	325
Emmanuel Deck	360	220	140
Galleria	200	128	72
ASB II (Brigham & Women's)	240*	0	240
Deaconess Lots	0	90	-90**
Total	2,775	988	1,787

* Recently opened.

** Negative number represents a decrease in parking supply.